



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: September 19, 2007

FR: Executive Director

W. I.

RE: Adoption of Regional Rail Plan (MTC Resolution No. 3826)

Background

Regional Measure 2 (Streets and Highways Code Section 30914.5(f)) requires MTC to adopt a Regional Rail Plan by September 29, 2007. In accordance with this requirement, MTC, the California High-Speed Rail Authority (CHSRA), BART, and Caltrain, along with a coalition of rail passenger and freight operators, collaborated over the past two years on the preparation of a long-range vision for improving the passenger rail network we currently have in place and expanding its reach to serve future Bay Area travel demand. A Steering Committee comprised of MTC, BART, ACE, Capital Corridor, Caltrain, SMART, Caltrans Division of Rail, Union Pacific, Burlington Northern, Congestion Management Agencies, and other regional partners has provided direction and oversight at key milestones throughout the study process. Steering Committee meetings were open to the public. Public workshops were held to solicit early ideas for the rail vision in Fall 2005, and again in August 2007 to provide opportunities to ask questions and comment on the draft plan.

Planning Committee Action

At its September 14, 2007 meeting, the Planning Committee received staff's presentation of the Revised Draft Regional Rail Plan and considered written comments and public testimony on that revised draft plan. The Planning Committee subsequently approved referral of MTC Resolution 3826, which adopts the Regional Rail Plan, to the Commission with the following comments and amendments to be included in the final report:

- Include a statement that a regional rail governance strategy is a near-term priority, and the Commission and affected rail operators should develop an action plan to implement the key governance initiatives outlined in the Regional Rail Plan.
- As part of this action plan, the agencies should identify a single entity to negotiate railroad rights-of-way on behalf of all regional rail entities. Any residual Regional Measure 2 funding from the regional rail planning work should be directed to support this effort.
- Do specify a particular terminus station for the proposed BART extension to Livermore. Terminus station options at the Isabel/Stanley, Greenville, or other locations will be subject to further analysis.
- Recommend that local jurisdictions include identification of necessary rail rights-of-way in general plans.

The Regional Rail Plan assesses how proposed CHSRA high-speed rail alignments could be integrated into recommended regional rail improvements as stipulated by Regional Measure 2. The Commission is not required to choose a particular high-speed rail alignment in adopting the Regional Rail Plan. The Planning Committee recommended that the Commission act separately on the high-speed rail alignment issue at its meeting in October to allow additional time for public comment and review. The Committee also directed staff to send a letter to the CHSRA requesting that it extend the comment period for the Bay Area to Central Valley HSR DEIR/DEIS by 30-days, changing the close of comment date to October 28, 2007.

Steve Heminger

SH:AN

J:\COMMITTEE\Planning Committee\2007\08 Sept07\PCAction_9-14-07_RR-HSR.doc